

INCREASE IN THE
ENGINEER CORPSGeneral Marshall Makes Strong
Appeal in His Annual
Report.

WORK IN THE SOUTH

Norfolk, James River and Inland
Waterways Are Provided
For.

WASHINGTON, D. C., November 18.—In his first annual report General W. L. Marshall, chief of engineers, United States army, makes a strong appeal for an increase in the corps of engineers. The present authorized engineer corps, he states, consists of 189 officers. He recommends an increase of 132 officers, sixty to be employed on military and civil works of construction, fifty-seven to be employed in three additional battalions and fifteen for regimental organization.

General Marshall comments at considerable length upon the increasing duties of the corps of engineers. At present he says only forty-four officers, or about one-fourth of the corps, are left under full control of the department to attend to the important construction works, fortifications, river and harbor and other duties devolving by law upon the corps of engineers.

He says that while the number of officers is decreasing the reverse is true of the work. River and harbor improvements are now going on under appropriations of a size previously unknown. Fortification construction has been extended to island possessions and a large share of the Panama Canal work has been entrusted to officers of the corps.

Would Increase Force.

He recommends an increase in the number of engineer battalions from three to six, and states that during the early part of 1907, nine out of a total number of twelve engineer companies were given work in the tropics, a much greater proportion than in the case of any other branch of the service. He recommends that for the proper supervision of the instruction and discipline of the engineer battalion that they should be organized into regiments, each regiment to be composed of two battalions.

To avoid confusion and undesirable material, he recommends that this increase in the corps be made to extend over a period of about five years. In order that the efficiency of the corps shall be maintained at a high standard, he urges the establishment of the grades of "sergeant" and "military overseer," the latter to be appointed to the number of 100; also, that the non-commissioned staff of each battalion be increased by a battalion train-sergeant and a battalion commissary-sergeant.

The chief of engineers submits estimates of appropriations for the fiscal year 1909-10 for fortifications aggregating \$7,732,222. Included in this amount are the following: Repair and protection of defenses of Pensacola, Fla., \$507,100; defenses of Galveston, Tex., \$40,000; sea coast batteries, Honolulu and Pearl Harbor, \$445,000; Manila, P. I., \$235,000; installation of electric plants Honolulu and Pearl Harbor, \$14,463; Philippine Islands, \$81,900; searchlights, Pearl Harbor and Honolulu, \$11,280; Philippine Islands, \$81,900; electrical installation at sea coast fortifications, \$384,252.

For river and harbor work the following estimates are submitted for the fiscal year ending June 30, 1910: Under continuing contracts, \$20,472,057; rivers and harbors (general, including examinations, surveys and contingencies), \$21,464,141; under California Debris Commission, \$15,000; prevention of deposits in New York harbor, \$155,340; enlargement of Governor's Island, New York, \$75,000. In addition to the above the Mississippi River Commission submits an estimate amounting to \$3,000,000, reduced by the Chief of Engineers to \$2,000,000.

Southern Harbor Work.

Estimates for river and harbor work for the Southern States in detail are as follows: Arkansas and Louisiana—Ouachita and Black Rivers, lock No. 6, near Monroe, La., and lock No. 6, near Roland, Ark., \$40,312; lock and dam, near Catahoula, La., and dam at Franklin, La., \$125,823; Bayou Plaquemine, \$50,000; Bayou Teche, \$20,000; Arkansas River, \$75,000; White River, \$16,000.

Louisiana—Waterway from Franklin to Mermentau, \$100,000; Bayou, Barthelemy, New, Houff and other rivers, \$15,000.

Alabama—Black Warrior, Warrior and Tombigbee Rivers, \$1,000,000; Mobile, \$200,000; Mobile Bay, \$342,000; Alabama River, \$200,000; Tombigbee, Alabama and Mississippi, \$53,000.

Florida—Biscayne Bay, \$75,000; Withlacoochee River, \$50,000; Apalachicola Bay, \$80,000; Carrabelle Bay, \$75,000; Hillsboro Bay, \$10,000; Key West, \$50,000; Tampa Bay, \$25,000; Pensacola, \$150,000; Sarasota Bay, \$30,000; Apalachicola River, including lower Gulf of Mexico, \$20,000; Blackwater River, \$25,000; Crystal, Manatee, Anclote, Suwannee and Withlacoochee Rivers, \$24,600; Indian, \$9,000; Kissimmee, \$5,000; Oklawaha, \$5,000; Orange, \$5,000; St. John's, \$17,000; Volusia, \$5,000; Choctawhatchee, \$10,000; Escambia and Conecuh, \$10,000.

Georgia—Brunswick, \$47,000; Darien and Doboy Bay, \$10,000; Altamaha, Oconee and Ocmulgee Rivers, \$38,000; Flint River, \$25,000; Savannah River, \$57,000; Coosa River, \$100,000; Cumberland Sound, \$50,000; waterway between Savannah, Ga., and Fernandina, Fla., \$41,000.

Kentucky—Kentucky River, \$210,000; Chattahoochee River, \$230,000; 1000 and dam Key River, \$240,000.

Tennessee—Cumberland River above Nashville, \$250,000; Tennessee, below Chattanooga, \$120,000; French Broad River, \$28,000; Tennessee River above Chattanooga, \$110,000; Tennessee, below Chattanooga, \$120,000.

South Carolina—Charleston, \$250,000; Alligator Creek, \$68,000; Winyah Bay, \$15,000; Great Pedee, \$10,000; Santee, Wateree and Congaree Rivers, \$50,000; Texas—Arkansas Pass and Bay, \$90,000; Brazos River, \$50,000; Galveston Harbor, \$70,000; Galveston ship channel and Buffalo Bayou, \$55,000; inland waterway on coast of Texas River, \$125,000; Galveston extension jetties, \$400,000; Galveston ship channel, \$425,000; channel Galveston Harbor to Texas City, \$50,000; West Galveston Bay, \$100,000; Port Bolivar, \$50,000; Arkansas Pass and Bay, \$200,000; Sabine Pass, \$200,000; Inland Waterway Coast of Texas, \$100,000.

West Virginia and Kentucky—Dam No. 1, Levisa Fork, and dam No. 1, Tug Fork, Big Sandy River, \$50,000; Steel Service Bridge and lock No. 1, Big Sandy River, \$28,000.

North Carolina—Cape Fear River below Wilmington, \$100,000; Waterway from Pamlico Sound to Beaufort Inlet, \$180,000; Beaufort, \$5,000; Beaufort Inlet, \$15,000; Cape Fear River at and below Wilmington, \$400,000; Neuse and Trent Rivers, \$55,000; New River, \$15,000; Pamlico and Tar Rivers, \$10,000; Roanoke River, \$5,000; Scuppernon River, \$5,000; Waccamaw and Little Pee Dee Rivers, \$25,000.

Virginia—Norfolk, \$100,000; Rappahannock River, \$32,000; Cape Charles City, \$25,000; Hampton Roads, \$125,000; Norfolk harbor, \$5,000; inland water route, Norfolk to Accomack Sound, N. C., \$10,000; waterway from Norfolk to Sound of North Carolina, \$5,000; Appomattox River, \$10,000; Elizabeth River, \$5,000; James River, \$400,000; Nomini

Cleve—Harrison, NORFOLK, VA., November 18.—An autumn wedding was celebrated at the home of the bride's sister, Mrs. Maggie Gallip, No. 151 Bute Street, at 5:30 o'clock last evening. The parties to the contract were William Webster Cleve and Miss Nina T. Harrison. The celebrant was Rev. George E. Booker, D. D., of Epworth Methodist Church, who performed the ceremony in the presence of close friends and relatives of the bride and groom.

The matron of honor was Mrs. Maggie Gallip, sister of the bride, and the bridesmaid was Miss Kluge. The best man was Mr. James Harrison, brother of the bride. The nuptials were tastefully decorated in honor of the event. At the conclusion of the marriage rite Mr. and Mrs. Cleve left on the Baltimore steamer for a bridal trip North.

Murphy—Brown, [Special to The Times-Dispatch.] CREWE, VA., November 18.—Miss Mary Ercelle Brown and John Jefferson Murphy, both of Crewe, were married at the home of Rev. J. W. Kinchloe Wednesday afternoon.

THE SWIFT SPECIFIC CO., ATLANTA, GA.

MEDICAL OPINIONS OF
BUFFALO
LITHIA SPRINGS WATER
Strong Testimony From the
University of Virginia.

"IT SHOULD BE RECOGNIZED AS AN ARTICLE OF MATERIA MEDICA"

James L. Cabell, M. D., A. M., LL. D., former Prof. Physiology and Surgery in the Medical Department of the University of Virginia, and Pres. of the National Board of Health: "BUFFALO LITHIA WATER is a well-known therapeutic resource. It should be recognized by the profession as an article of Materia Medica."

"NOTHING TO COMPARE WITH IT IN PREVENTING URIC ACID DEPOSITS IN THE BODY."

Dr. P. B. Barringer, Chairman of Faculty and Professor of Physiology, University of Virginia, Charlottesville, Va.: "After twenty years' practice I have no hesitancy in stating that for prompt results I have found nothing to compare with BUFFALO LITHIA WATER in preventing uric acid deposits in the body."

"I KNOW OF NO REMEDY COMPARABLE TO IT."

Wm. B. Towles, M. D., late Prof. of Anatomy and Materia Medica, University of Va.: "In Uric Acid Diathesis, Gout, Rheumatism, Rheumatic Gout, Renal Calculi and Stone in the Bladder, BUFFALO LITHIA WATER, No. 2, I know of no remedy comparable to it."

Voluminous medical testimony sent on request. For sale by the general drug and mineral water trade.

BUFFALO LITHIA SPRINGS WATER CO. BUFFALO LITHIA SPRINGS, VIRGINIA

HAULS DOWN FLAG



REAR ADMIRAL WILLIAM H. EMORY, who has had command of the second squadron of the Atlantic battleship fleet, will retire in December.

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Tennessee—Cumberland River above Nashville, \$250,000; Tennessee, below Chattanooga, \$120,000; French Broad River, \$28,000; Tennessee River above Chattanooga, \$110,000; Tennessee, below Chattanooga, \$120,000.

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THE SWIFT SPECIFIC CO., ATLANTA, GA.

ARE MAPPING OUT
LINES OF ACTIONDeeper Waterways Association
Closes Its Sessions in
Baltimore.

NEXT MEETING IN NORFOLK

Professor Cobb, of North Caro-
lina, Tells of Perils of
Coast.

BALTIMORE, MD., November 18.—The Deeper Waterways Association at today's session decided to hold its next annual convention in Norfolk, Va., during the third week of November, 1909. A series of resolutions, contemplating a wide and important extension of waterways were adopted as follows:

The purchase of the present Chesapeake and Delaware Canal and the construction of a new one.

Deepening the Hudson River to the point where it connects by canal with the Lakes.

Selecting a route through Massachusetts from Narragansett Bay to Boston.

Deepening the present waterways from the North Carolina sounds to Norfolk.

Surveying New Jersey and New York and along the New England coast preliminary to further developments.

It is contemplated that the work be urged in each locality independently, according to its own conditions, each improvement to be made on its own merits.

The whole when linked by the existing waterways and raised to its greatest efficiency by the improvement of present inland transportation facilities will make a chain covering the Atlantic coast and avoiding several points now of great danger to shipping. The specific benefits, it is claimed, will be in enabling shippers to send their slow or bulk freight by inland waters safely and economically reducing the cost of shipment to a minimum, and making possible the upbuilding of great industrial communities all along the line.

Professor Cobb, of the University of North Carolina, in an address, dealt with the "perils of the North Carolina coast, and how they may be lessened."

He contended that his own territory was the most important line in the waterway enterprise, and gave his reasons why a canal should be cut through back of Hatteras.

The losses along the North Carolina coast add nearly \$1 a ton to the cost of transportation of freight past Hatteras, he declared, and the opening of the deeper waterway behind Hatteras will reduce materially the cost of transportation to the Pacific for through the Panama Canal by eliminating the dangers of the North Carolina coast.

The business sessions of the first annual convention of the Atlantic Deeper Waterways Association, which began yesterday morning, were brought to a close this afternoon. One of the most important events of the convention was the adoption of resolutions which declared that the work proposed should be done by congressional appropriation as a permanent remunerative national improvement for the benefit of the whole people, and that the canals should be maintained by the government for the free use of all.

J. Hampton Moore, of Philadelphia, Pa., was re-elected president.

Cotton Revision.

NEW YORK, November 18.—At the meeting of the New York Cotton Exchange revision committee to-day when the difference between grades of cotton as applied to deliveries on contract were fixed for the balance of the season, high grade premiums were slightly reduced, while the only reduction in the low grade premiums was in the case of strict good ordinary, as will be seen by the following table:

The action of the revision committee is considered in New York trade circles as further strengthening the contract.

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